



## DEPARTMENT OF THE NAVY

COMMANDER NAVAL AIR RESERVE FORCE  
4400 DAUPHINE STREET  
NEW ORLEANS, LOUISIANA 70146-5200

COMNAVAIRESFORINST 3710.7E  
N33

13 MAR 2002

### COMNAVAIRESFOR INSTRUCTION 3710.7E

Subj: PARTICIPATION OF COMMANDER, NAVAL AIR RESERVE FORCE (COMNAVAIRESFOR)  
AIRCRAFT IN FLYOVERS, FLIGHT DEMONSTRATIONS, AND STATIC DISPLAYS

Ref: (a) SECNAVINST 5720.44A  
(b) OPNAVINST 3710.7R  
(c) CHINFO Washington DC 082200Z Feb 00, Aviation Support  
Guidance (NOTAL)

Encl: (1) Sample of Arlington National Cemetery Flyover Checklist

1. Purpose. To establish the policy for participation of COMNAVAIRESFOR aircraft in flyovers, aircraft flight demonstrations, and static displays.
2. Cancellation. COMNAVAIRESFORINST 3710.7D
3. General. The reason COMNAVAIRESFOR participates in air flyovers and static displays is to enhance the Naval Reserve exposure to the public and to provide assistance to the Navy recruiting efforts. Events which are appropriate for aviation participation and guidelines for such participation are listed in references (a) through (c).
4. Flyovers. A flyover is defined as a nonaerobatic/nonmaneuvering, generally wings-level pass of one or more aircraft (normally a maximum of four) at speeds and altitudes that conform to appropriate Federal Aviation Administration (FAA) and U. S. Navy regulations. A flyover is normally restricted to a single pass over a fixed point at a specified time. Flyovers by Naval Air Reserve (NAVAIRES) aircraft or aircrews are limited to those occasions that support events of exceptional military or community significance. Fleet support and training commitments will have priority over requests for flyovers. Flyovers performed off base require Chief of Naval Information (CHINFO) approval per reference (c). Requests for unit participation will be forwarded, with description of flight profile, to COMNAVAIRESFOR (N3) via the cognizant wing commander for approval. Upon approval, combine flyover events with local training requirements whenever possible. Approval of flyovers does not constitute authority to deviate from the applicable Federal Air Regulations (FAR), regulations pertaining to speed, altitude, or other restrictions. Prior to any flyovers being conducted, the FAA's Flight Standards District Office (FSDO) must approve, in writing, any waivers to the applicable FARs.
  - a. Missing Man Formations/Memorial Service Flyovers. A Missing Man Formation Flyover is a four aircraft fly over in which one of the wingmen pulls up, out of the formation while the rest of the aircraft continue. Per reference (c), Missing Man Formation Flyovers and Memorial Service Flyovers are reserved for individual funeral or memorial services, but not both, for following category of personnel:

- (1) Active duty and Reserve designated/rated aviation personnel.
- (2) Those personnel taking courses of instruction leading to aviation designation/rating when involved in aviation related mishap.

13 MAR 2002

(4) Retired Naval Aviation war heroes (recipients of the Silver Star or higher award).

(5) Dignitaries or federal employees as appropriate.

b. Missing Man Formation Flyovers. May be approved for national-level ceremonies commemorating Memorial Day, Prisoner of War/Missing in Action Recognition Day, or Veterans Day, but only in limited cases to preserve the solemn nature of this event. Missing Man Formations for any event other than a funeral/memorial requires CHINFO approval per reference (c). Aircraft participating in other events must avoid formations that could be misinterpreted as a missing man formation. Missing Man Formation Flyovers at Arlington National Cemetery will use the checklist provided in enclosure (1) of this instruction.

5. Flight Demonstrations. Air show and nonair show flight demonstrations are strictly prohibited. Such demonstrations will be provided only by fleet type commander authorized flight demonstration teams.

6. Static Displays. The static display of NAVAIRES aircraft is encouraged on a not-to-interfere basis with readiness or contributory support training. Safety and security will take priority over display associated activities. Static displays will be shown using the following guidelines:

a. Static displays at the squadron's home station are authorized at any time.

b. Requests for static displays at CHINFO approved events and at military airfields that are not on the list of CHINFO approved events will be forwarded to the cognizant wing commander for approval.

c. Per references (a) and (c), requests for static displays in the public domain not on the list of CHINFO approved events will be forwarded to the Assistant Secretary of Defense for Public Affairs via the cognizant wing commander, COMNAVAIRESFOR (N3), and CHINFO for endorsements.

d. Security for the aircraft is the responsibility of the aircrew. Security arrangements made with the sponsor of the static display event do not relieve the aircrew from this responsibility.

e. Squadron commanding officers will ensure that the assigned aircrew:

(1) Ensures that sufficient security is provided for the aircraft and its equipment at all times.

(2) Ensures the landing gear downlocks and mechanical safety pins on all external stores are correctly installed.

(3) Installs any required exterior protective covers (e.g., angle of attack, pilot static, and engine inlet/exhaust).

(4) Secures canopy operation and jettison handles with ordnance tape or other suitable material.

(5) Remains with the aircraft at all time during scheduled display periods.



13 MAR 2002

(6) Conducts a thorough preflight inspection of the aircraft for possible sabotage and of the surrounding area for foreign object damage material before departure.

f. The public will be denied access to the interior of aircraft equipped with ejection seats. The pilot-in-command of an ejection seat equipped with ejection seat equipped aircraft on display for the general public will:

(1) Install safety pins for all cockpit cartridges actuated devices and mechanically safe the ejection seat.

(2) Close and lock the canopy. Personnel may be permitted to view the cockpit provided that an appropriate viewing platform, in good condition, is used and competent supervisory personnel are in place on the platform to control spectators.

g. The public may be granted access to the interior of the following aircraft: P-3, C-9, C-40, and C-130. Applicable wing instructions will be followed and all safety precautions taken.

h. At a display for military personnel only (training command, other armed forces) or a Very Important Person (VIP) visit, personnel may be permitted to view or sit in the cockpit of an ejection seat equipped aircraft provided that all safety pins for cockpit cartridge actuated devices are installed and the ejection seat is mechanically safe. A Naval Aviation Training Operating Procedures (NATOPS) qualified pilot or Naval Flight Officer will be present whenever the cockpit is open.

7. Helicopter Static Display At Unimproved Sites. Many times schools and civic organizations request Naval helicopters land at unimproved sites for static displays. These displays, especially at schools, are an excellent opportunity to positively influence public opinion, but the utmost caution must be taken to ensure events are conducted safely.

a. Per reference (a), helicopters are authorized to land at other than airfield locations (such as fields, highways, and parks), provided:

(1) A military requirement exists for such landing.

(2) Adequate safeguards are taken to permit safe landing and takeoff operations without hazard to people or property.

(3) There are no legal objections to landing at such nonairfield sites.

b. Units desiring to conduct such operations (for other than emergency/Search and Rescue operations) shall submit a request to COMNAVAIRESFOR (N3) via Commander, Helicopter Wing Reserve for consideration. The following list is a set of minimum requirements that must be met to receive approval:

(1) Comprehensive Time Line. Ensure a scheduled landing and take off time is set that will not conflict with any other activities in the immediate area that may endanger people or property (i.e., children or school buildings).

13 MAR 2002

(2) Conduct Risk Management Assessment. Use available risk management techniques to ensure risk is minimized.

(3) Size and Composition Landing Area. Ensure the identified landing area is a minimum of 100 yards long and 50 yards wide with 100 yards distance between landing spot and nearest structure. Ensure a final approach/waveoff route will not over fly any building of people.

(4) Fire Fighting Equipment. A fire truck from the local fire department or nearby military facility, if feasible, will be at the site for arrival and departure.

(5) Safety Observer. Whenever possible, a designated squadron representative shall be on the ground at the landing and take off. If a squadron representative is not available due to transit distance, advance coordination to ensure a briefed law enforcement/fire department representative is present will suffice. The Safety Observer will ensure that the landing site is clear of debris that may endanger the aircraft or ground personnel and that spectators are well clear of the area.

c. School Visits

(1) School personnel and children must be located in a manner that provides positive control to prevent any children from inadvertently placing themselves in or near landing area.

(2) Per reference (a), DD form 2535 "Request for Military Support" must be completed by the school and approved by CHINFO.

(3) Approval must be obtained from local authorities as applicable. In California, approval must be obtained from the California Department of Transportation for any landings conducted within 1000 feet of a school building. The Air Department of the local police or sheriff's department should be able to conduct the required survey. (CALTRANS LZ requirements: a square with sides at least equal to 1.5x (helicopter length) plus 1/3 (rotor diameter)).

  
M. B. NORGART  
Deputy

Distribution: (COMNAVAIRESFORINST 5218.2C)

List A (A3 (N88R, N095) only)

B1 (23C, FR8, FR21 only)

B2 (FR3, FR4, FR5, FR14, LANT/PACREP COMNAVAIRESFOR  
Liaison only)

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Stocked:

COMNAVRESFOR (N01A)

13 MAR 2002

**Flyover Checklist**

<b>Callsigns:</b>	Drago 01	USN ACT @ Graveside w/funeral director		
	Drago 02	USN ACT @ Arlington		
	Drago 03	USN ACT @ Washington National TRACON		
	Drago 51 - 54	4 x USN f-18's		
<b>Frequencies:</b>	<b>Aircraft / Dedicated ATC Controller / Drago 2</b>		<b>Interflight</b>	<b>Intraflight</b>
		UHF	VHF	FM
	Primary		279.575	
	Secondary	270.275		
	Tertiary	269.0		
	All players will attempt to establish communication with the dedicated ATC controller entering holding.			
	Ronald Reagan Washington National VHF freqs (For ACT hand-held radios):			
	Primary - _____ Secondary - _____			
<b>Holding:</b>	<b>Aircraft:</b>			
	Hold South of the VORTAC, left turns, 10 nm legs, 360 - 180 degrees			
	Altitudes as directed by Andrews or Washington National TRACON			
	Pre-Planned Altitude Stacks			
	VFR		IFR	
	Drago 51-54	3500' MSL	Drago 51-54	3000' MSL
	Be established in holding 30 minutes prior to the preplanned TOT.			
	<b>Aircraft: Do NOT depart Nottingham without clearance. Do NOT let down to 1000' AGL without clearance and until past the extended centerline of Rwy 01/19 at Andrews.</b>			



13 MAR 2002

<b>Timing:</b>	<b>Aircraft:</b>
	314 degrees mag / 18.2 nm run-in. At 360 knots GS =3 minutes, 2 seconds (3 minutes for "Math in Public" majors)
	Do NOT depart early No Resets/360 degrees after pushing from OTT.
<b>Calls:</b>	<b>Aerial Control Team:</b> Drago 02 will provide heading corrections in up to 10 degree increments (i.e. "Check 5 degrees right"). Drago 02 will initiate Drago 53's missing-man pull (i.e. "Drago 53, Standby for Pull - Ready, Ready, Pull!").
	<b>Aircraft:</b> File Low Altitude Structure IFR direct to Nottingham on the first line of the DD-175. Do not file a delay for holding or the flyover. On the third line of the - 175, file your RTB leg with DCA as the point of origin. Routing to exit DCA's airspace to the south is: DCA OTT V33 FAGED V286 STEIN NTU @ 14,000ft Write ARLINGTON NATIONAL CEMETERY FLYOVER in the remarks section.
<b>Flight Plans:</b>	<b>Aircraft:</b> Call departing holding. Call Drago 02 with a "Fleet Wet" call reference the Potomac River (sometimes it is difficult to obtain a visual).
<b>Flyover Parameters:</b>	<p><b>4-ship:</b> 1000' AGL over the ceremony/360 knots GS.</p> <p><b>Missing-Man:</b> Drago 53 - Don't swap ends but make an aggressive pull (4-5Gs) out of the formation and climb to 5,00 or 10,000 feet MSL and contact the dedicated ATC controller.</p> <p><b>3-ship:</b> If the weather necessitates the 3-ship option, #3 will remain in holding when the 3-ship departs. The 3-ship will execute the flyover with the #3 position vacant from the IP inbound.</p>

13 MAR 2002

Weather Matrix:	Weather	Action	CNAL Waiver?
	$\geq 4,000 / 5$	Execute flyover with the missing man pull	NO
	$< 4,000 / 5$ but $\geq 2,500 / 5$	Execute flyover with the aircraft #3 position vacant from IP inbound	NO
	$< 2,500 / 5$ but $\geq 1,500 / 3$	Execute flyover with the aircraft #3 position vacant from IP inbound	
	$< 1,500 / 3$	Weather Cancel	
	<b>"Run-In" Weather:</b> Aircraft must maintain VFR during the run-in and egress "off-target". <b>DO NOT PRESS THE WX.</b> If weather presents a problem during any portion of the ingress/egress, the flyover should be terminated and the dedication TRACON controller can provide an immediate IFR clearance.		
	<b>Note:</b> The ACT MC and the flight lead will make the weather call based on the official Ronald Reagan Washington National Airport observation.		
TOT:	TOT is established by Drago 01 and is based on a Naval Observatory hack (DSN: 762-1401/COMM 202-762-1401). The ACT will establish a soft TOP ASAP and provide updates a minimum of every 5 minutes until a hard TOT is established. Hard TOT will be established NLT 10 minutes before the actual time - <b>acknowledge with call sign and readback of the hard TOT.</b> The Aerial Control Team will attempt to minimize changes once the hard TOT is passed - be flexible. Note: Line-of-Sight problems exist for Drago 02 until approximately halfway through the run-in. Expect Drago 03 to relay the actual TOT through the dedicated TRACON controller.		

13 MAR 2002

<b>Routing:</b>	<p>Expect to depart Nottingham on a 314 heading for the "nominal" center of the cemetery. Follow instructions from the dedicated TRACON controller is a "stair-step" letdown is required. Significant landmarks include Andrews AFB (north of track), Bolling AFB (east side of the Potomac River), Washington National Airport (west side of the Potomac River), the Pentagon, and a cloverleaf interchange just South West of the Pentagon.</p> <p><b>Following the flyover:</b></p> <p><b>Missing-Man:</b> Expect clearance to 5,000 or 9,000 feet MSL after the pull. Contact the dedicated TRACON controller and expect radar vectors.</p> <p><b>Remaining 3-ship:</b> Expect to continue NW and climb to 3,000 feet MSL. Contact the TRACON controller and expect radar vectors.</p> <p><b>Rejoin:</b> If weather permits, Drago 53 <u>must</u> get clearance from TRACON to conduct a visual rejoin on the 3-ship. A radar rejoin is also permitted within the limitations of governing directives (Wing/Sqdn SOP). If a visual/radar rejoin is not possible, expect all aircraft to proceed on the filed RTB routing for and enroute rejoin. <b>NOTE:</b> TRACON highly prefers the visual/radar option in order to expedite the rejoin.</p>
<b>Lost Comm</b>	<p><b>Prior to departing holding:</b> Conduct flyover based on preplanned information unless a soft/hard TOT was established prior to the Lost Comm situation. In that case, make the soft/hard TOT and do not execute the missing man pull. Depart the IP as a 3-ship with the number 3 position vacant.</p> <p><b>After departing holding:</b> Conduct flyover based on last known information. Do not execute the missing man pull. Depart the IP as a 3-ship with the number 3 position vacant.</p> <p><b>HEFOE</b> is standard.</p>



13 MAR 2002

<b>Emerg/ Chase:</b>	<u>Aircraft</u> If an aircraft is forced to leave the formation with a noncritical EP (i.e. a chase aircraft is not required), that aircraft will recover at NAS Oceana or Andrews AFB as time and conditions permit. The remaining 3-ship will execute the missing-man formation from the IP with the # 3 position vacant.
	If an aircraft is forced to leave the formation with a critical EP (i.e. a chase ship is required), the flight lead will designate a chase ship and the emergency aircraft will recover at Washington national or Andrews as appropriate. The remaining 2-ship will conduct the flyover in two-ship fingertip with no missing-man pull.
<b>Ground Aborts:</b>	The flight lead is responsible for ground abort contingencies. Recommend the Wing designate a ground spare until the four primary aircraft are airborne.
<b>Hazards:</b>	<b>Aircraft will remain south of the North West fork of the Potomac River at all times. Prohibited area 56 (the national monuments) is just north of the Pentagon.</b>
<b>Notes:</b>	<p>1. The Wing Operations Officer will supply the ACT POC with the full names and "tactical callsigns" of all aircrew who participated.</p> <p>2. COMNAVAIRESFOR POC: N33, 504-678-1391</p> <p>3. CAG-20 POC: Operations, 770-919-6007</p>